



Columbia River Gillnetter

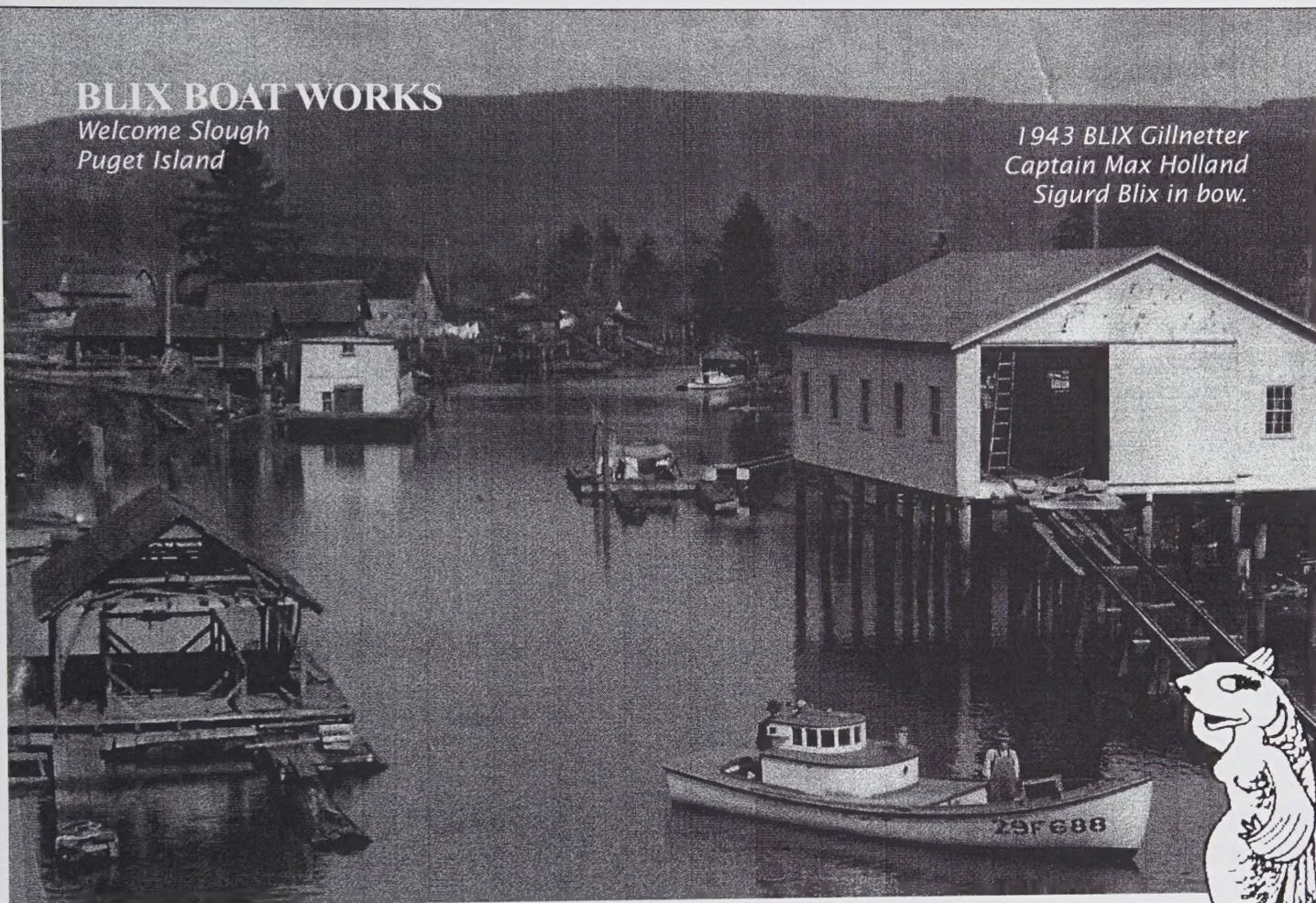
Columbia River Fishermen's Protective Union

Winter 2010/Vol. 41, No. 1

BLIX BOAT WORKS

Welcome Slough
Puget Island

1943 BLIX Gillnetter
Captain Max Holland
Sigurd Blix in bow.



See Page 7

Photo Credits to Dennis Blix



New stern picker coming down the ways.

Sally the Salmon Says...

I always love to take a "peek"
at historic, lovely, Puget Island
when I swim by.

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FORWARD

This paper is being published for the purpose of keeping the public and fishermen informed of the **facts** and happenings in regard to the Columbia River Fishing Industry and people connected with it. Historical articles and pictures will also be emphasized. The advertisements which appear within make it financially possible to publish this paper and we hope you will in return patronize and thank the business people who contribute to this cause. Anyone who wishes to contribute articles, pictures, stories, or ads, please contact the editor at:

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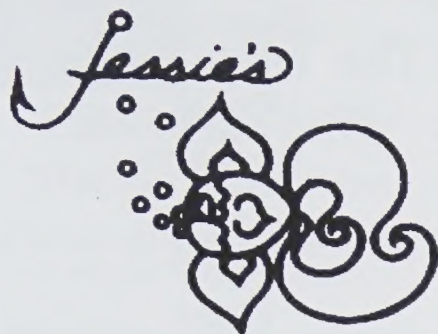
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From The Editor

Welcome to Puget Island and the historic boat building activity of the Blix family. With this issue of the Columbia River Gillnetter, we move to mid Columbia with our cover photo and story to focus on the pastoral island discovered by Lt. William Broughton and named after Lt. Peter Puget of the British Vancouver expedition of 1792. This is the same Puget that Puget Sound is named for.

In the smaller of Vancouver's two vessels, the Chatham, Broughton was able to come up river about 100 miles in October of that year. Discouraged at having been beaten out of the 'discovery' of the great river of the West by the American Captain Robert Gray five months earlier, the crew of the Chatham put British names on everything they could see. Examples include Puget's Bar, later known as Puget Island, Tongue Point, Young's Bay, Baker's Bay, Mt. Hood, Vancouver's Point, and even Gray's Bay in honor of their American competitor. Gray, in his ship the Columbia Rediva, had crossed the bar and spent some nine days in the lower river in May of 1792.

Over a hundred years later, in 1904, to Puget Island, located in the middle of the Columbia River, settled family patriarch, Sigurd Blix. He established the Blix boat building complex. His two sons, Marvel and Sankey, helped him expand the business so well known in later years.

To such a setting, behind dikes and below sea level at high tide, came many people over the years. Not the least of which were immigrants from Norway and Northern Europe who were looking for new farming and fishing opportunities. Many descendants of these early people still reside on the island.

The quality of living on Puget Island is very high. Even though it is some distance to shopping centers across the bridge into Washington or on the ferry to Oregon, the residents realize what a golden living opportunity they have. The goal, as I see it, is to control our destiny, keep population growth to a minimum and retain the tranquility and quality of our lives and environment.

Speaking of which, it is interesting to note the continued push by the huge Texas Northern Star Company with all of its advertising and propaganda to establish

its LNG Bradwood Landing Plant, with the pipelines heading south. It seems that its desires are never ending and its purse strings bottomless. It is difficult to understand how this plant can be good for the Columbia River as it says on its many big signs positioned around the area. And peaceful Puget Island is next door to this possible giant of the future.

And now the competition, namely Oregon LNG on the Skipanon (in Warrenton), is rising again from the ashes and relics of the original Calpine Company where this whole LNG fiasco on the Columbia started several years ago. Next thing you know, we will be dealing with our old nemesis, Exxon Oil Company, again.

Alumax got the message several years ago that we weren't interested in ruining the River and local environment and pulled out. The big LNG monies need to also take notice. They are not needed.

Gillnetters around Puget Island and the rest of the Columbia River have always been the quiet type and not prone to attend a lot of legislative and regulatory meetings. The commercial fisherman's long time membership organization, CRFPU, was founded in 1884. They want only, according to the Oregon and Washington regulatory agencies, the opportunity to have a fair share salmon harvest for the public. There was a definite reason why our modern day organization, established in 1958, Salmon for All, was so named.

Now there is an outside group, Coastal Coalition Association, telling Oregonians that we shouldn't even exist. The salmon consuming public needs to tell this new group that we believe in cooperation and fair share between our river user groups. To us, recreational, commercial and Indian fishing are all equally important.

To recoin an old phrase, all of these greedy entities seeking only their own desires need to "go fly a kite."

With this issue we introduce Dioniscio Abing, Appointed Recorder for the Chinook Indian Nation Cultural Committee. His article, "At Stake - The Loss of a Cultural Identity for the Chinook Nation," lends historical insights and present day wisdom to the Columbia River estuary and its fishery. Thank you, Dioniscio.

Finally I want to thank all the advertisers, donors and memorial donors for their financial help. With no other source of revenue to put out the Columbia River Gillnetter, we couldn't do it without you. Thank you.

Editor - Jon Westerholm

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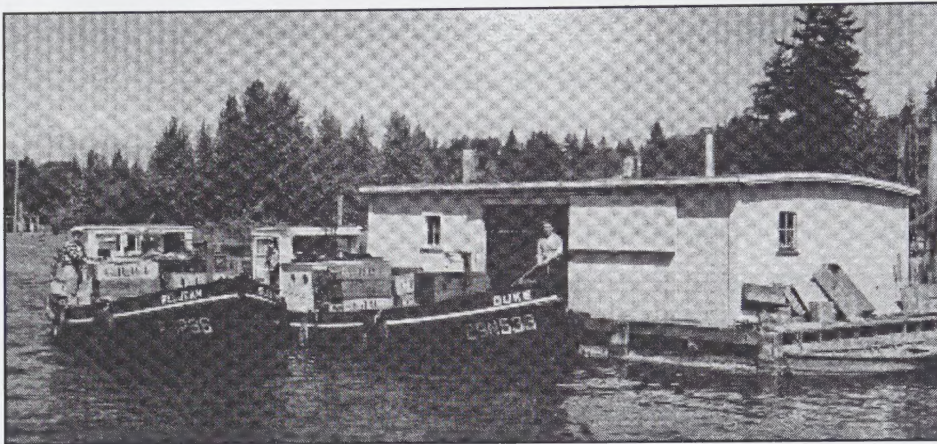
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Jill Stokeld, your Host

Jack Marincovich Executive Secretary Report



Pick-up boats tied alongside Pete Anthony's float in Cathlamet, WA.

Remember When

Ed Johnson on the BelJean and Garney Brecke on the Duke. They picked up fish for the Columbia River Packer's Association and then later for Bumble Bee Seafood. These pick-up boats covered the entire area down from Driscoll Slough as far as Clifton, then up the Washington side above Puget Island, then down the Oregon side back to Clifton where the launch would pick up the fish and head back to Astoria. The fish would then be canned or sent to the fresh market.

Pete Anthony, the man standing on the scow, took care of two fish traps that were located on the upper north side of Tenasillahie Island above Red Slough.

Andrew Marincovich, my father, took over the Duke when Garney retired. He was also taking care of the Clifton Station. Andrew made the pick-up run with the Duke for quite a few years. When the time came that the Duke was getting hard to keep afloat and Andrew was getting older, the Blix family

from Welcome Slough on Puget Island adopted the Duke, rebuilt it and brought it back to life.

I believe the Duke is still on Puget Island having changed hands a few times. It would be nice, when it comes to its final resting place, to have it placed alongside the totem at the museum in Cathlamet. We have no knowledge of the BelJean's fate.

It is fair to say that these two pick-up boats hauled a lot of fish in their time.

*Jack Marincovich
Executive Secretary, C.R.F.P.U.*

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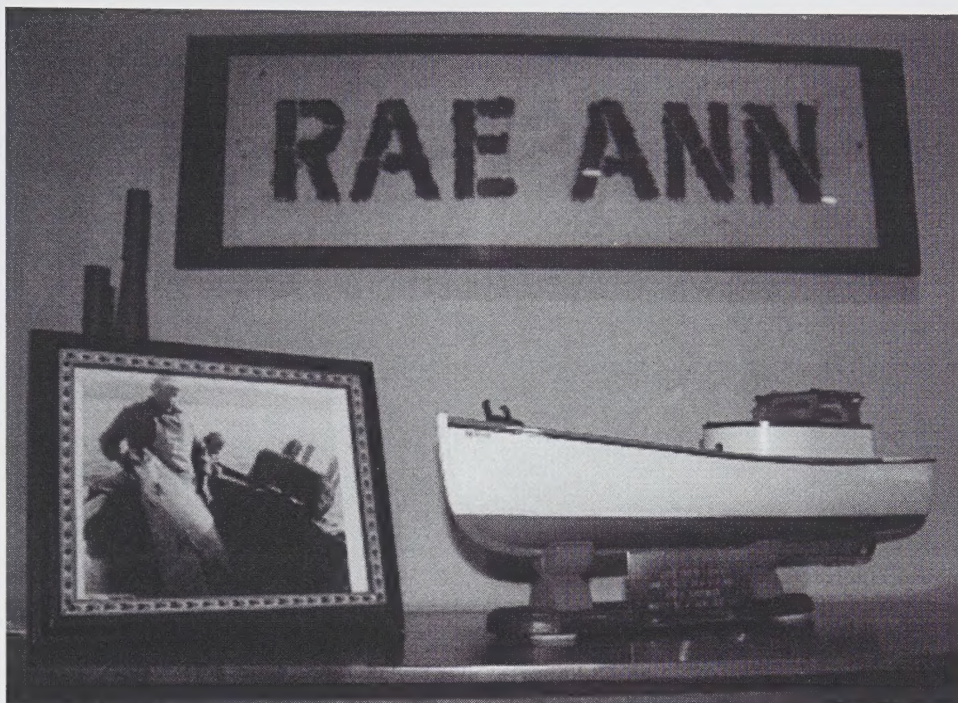
Blix Boats

In 1904 Sigurd Blix came to Puget Island from his native Norway. By 1909 he began his long career of building boats. With the Columbia River, and its famous salmon fishing fleet running past his door, it was a natural that gillnet boats became his major construction activity.

His sons, Marvel and Sankey, joined him by the 1930's when they began to specialize even more in gillnetters, both bow pickers and later the larger stern pickers. From 1942-1945, during WWII, Marvel worked at the U.S. Navy Shipyard in Vallejo, California, on San Francisco Bay, as a skilled shipwright for the Navy.

Upon returning to Puget Island, after the War, he continued with his family at the Blix Boat Works. He built his own shop in 1955 along Welcome Slough and near the Columbia River, and with his sons, Jerry, Arvid, and Dennis, put out many more gillnetters for the river and Alaska, as well as other types.

Marvel ventured into commercial fishing in Alaska during these years spending many summers, for sockeye-red salmon, in Cordova on Prince William Sound and



Rae-Ann-Model Blix Bowpicker-1951 Clarence "Snooky" Barendse.

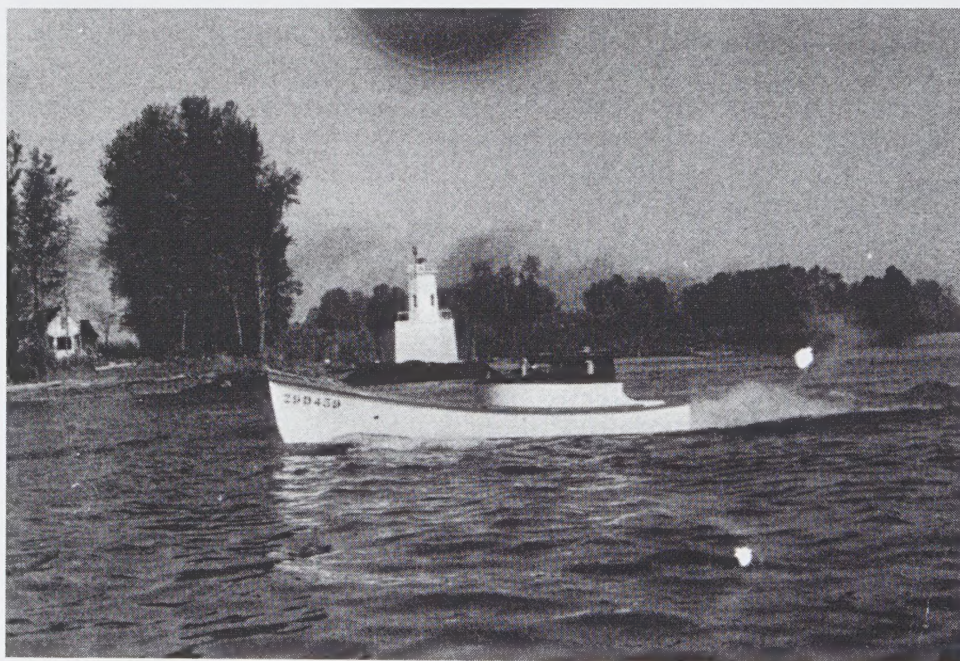


Blix Boats Racing - Max Holland to left, Elroy Svensen to right, notice Wauna Lumbermill in background.

Blix Boats (cont.)



Marvel Blix and the remodeled Duke.



Rae-Ann at Warrior Rock St. Helens.

Kenai on Cook Inlet.

He semi-retired in the late 70's but continued to keep busy with projects, such as restoring the old CRPA-

Bumble Bee tender "Duke" in 1984. As near as can be remembered, the "Duke" was built in 1902 at the Wilson Bros. shipyard on Youngs Bay

in Astoria and had been used for years as a seine boat. John Ostervold used it for towing beach seines on the seining grounds at the lower end of Puget Island. In the early 20's it was converted to a tender and pickup boat by Columbia River Packers Association, located at Clifton and later acquired by Station Master, Andrew Marincovich.

In 1983 Marincovich gave it to Blix to either restore or dismantle. In what turned out to be a monumental endeavor, the Blix's did a complete rebuild of the old craft, replacing most of the timbers, ribs, and planks. Dennis Blix indicates that he did the final corking on the boat, and when it slid into the water, it didn't leak a drop. The proud old boat still floats today with its new owner, Olaf Thomason.

Sigurd Blix passed away in the 1980's well into his 90's and Marvel died in 2000. Their boat shops still stand vigil on Welcome Slough today as if someday the boys will lay another keel and fire up the steam box to bend oak frames and place Port Orford cedar boards in place.

Editor: Jon Westerholm
Information: Dennis Blix

A Time Remembered

A Biography of and by Evelyn Nilson Blix (Mrs. Marvel Blix)



Her parents immigrated from Norway to Chinook, Washington in 1901, where her father, Knute Nilson, became a commercial fisherman. They soon moved to Little Island to be near their relatives. Little Island is located on the south side of Puget Island. Most of the community and culture there was Scandinavian oriented.

Evelyn was born in 1920 on Little Island-Puget Island. As she grew up there she often had to entertain herself. With many dikes and waterways alongside the Columbia River, much time spent swimming and running along the dikes. Her Large family was quite close, which made for especially joyous Christmas holidays with lots of entertaining and fun for everyone.

She went to Central Grade School on School House Road. When it was time for her to go into high school, she would walk to the ferry boat, which would take the children across the channel to Cathlamet. If you missed the ferry you missed school. She attended Wahkiakum High School, graduating in the Class of 1938. That was the year that the bridge from Puget Island to Cathlamet was completed.

In 1939 she married Marvel Blix at the 1st Lutheran Church of Welcome Slough. They lived at West Sunny Sands

where most of the Blixs lived and near the boat shop where Marvel was a professional boat builder with his father, Sigurd Blix. They built mainly commercial fishing boats but also built smaller Viking boats, many of which he gave away to his family.

Here Marvel and Evelyn worked very hard and they began to raise their family. They rented space in Westport for their car and then rode the ferry across and drove to Astoria for shopping. On some occasions they would take a Columbia River passenger boat all the way from Cathlamet to Astoria.

Early in 1948 they purchased an old bunk house from a fishing operation. Since the building was at the end of the Island it was put on a barge and floated to its present locations. Then the project of remodeling began. The weather had it in for them, though, because the great Columbia River Flood of '48 struck and flooded the house. Evelyn still remembers being awakened in the middle of the night by loud speakers yelling for everyone to evacuate. She had to get the kids ready as fast as she could and head off to Cathlamet, where they remained on high ground until the flood waters subsided. All of the livestock had to be

taken off the Island by truck to farms and fields around Cathlamet. They had to rent a house and move their furniture into it. When the flood was over they moved back to the Island and finished the remodeling and moved into their home.

After the War and by the time of the '48 flood, the Island was making many changes. Most of it had finally been cleared to make way for farms and dairies. There were now grocery stores on Welcome Slough and East Sunny Sands. Welcome Slough was the most populated area on the Island because the fishermen would use the Slough to dock their boats and, of course, build houses nearby. Evelyn remembers the fishermen spreading out their nets on the floats and mending them with net needles and twine. By this time the Grange and Norse Halls were the center of entertainment on the Island.

During World War II, Marvel and Evelyn moved to California to a Navy town to work on ships. She remembers the battleships, destroyers, and air craft carriers. Soon after this they moved back to the Island where their family was now complete, with 3 sons and a daughter to raise.

Marvel's boat building with his father and brother attracted the attention of reporters. When they came to hear their story, the place where they lived was nicknamed "Blixville".

Today, Evelyn still lives in Blixville in her lovely home on Welcome Slough. She enjoys her gardens and the birds that often visit them. She loves the Island after all these years and living near her family and friends.

From her story as told to Matt Reichert and Brian Taylor in 2002.

—Editor, Jon Westerholm—
Columbia River Gillnetter

Salmon For All News

Here We Go Again! Oregon CCA Launches Initiative to Ban Gillnets and Tangle Nets

On December 23, 2009, our commercial fishermen got an early "Christmas present" from the Oregon chapter of the CCA: an initiative petition to ban the use of gillnets and tangle nets in all the waters of the state of Oregon. The ostensible reason for the move was announced to be that "gillnets and tangle nets can-not be fished selectively." This is despite the fact that the tangle net used with the live recovery box in the mark-selective fishery for spring Chi-nook was developed and adapted precisely for selectivity. The mortality rate of 14.7% determined by the US v. Oregon Technical Advisory Committee (TAC) for tangle net gear in the spring Chinook fishery is in fact lower than for most sport fisheries during the year. TAC established a 20% mortality rate for both the offshore and Buoy 10 recreational fisheries for coho and fall Chinook during the 2009 season, and is giving further review to mortality rates in other sport fisheries as well for the current year.

After spending most of the past Oregon legislative session fighting the attempt by advocates of the "SAFE for Salmon" proposal to pen up the commercial fishery in the Select Areas permanently, now we are faced by another sport fishing advocacy group that wants to eliminate the use of gillnets and tangle nets every-where, including the Select Areas. The SAFE program fisheries arguably are the most selective fisheries in the state. Go figure. The CCA calls their initiative petition the "Protect Our Salmon Act," which is a blatantly disingenuous attempt to cloak their greedy desire to

have all the fish in the mantle of conservation. The ballot measure has absolutely nothing to do with conservation. Not one fish would be saved. Amongst all the rest of the deceitful chicanery of the ballot measure, it purports to create a "Gill Net Investment Recovery Fund," with a commission comprised of sport fishermen to oversee it, to "retool" holders of currently valid non-Indian gillnet permits to "transition to alternative legal gear." It fails to mention that there is no alternative legal gear for commercial fishermen to use in the Columbia River mainstem and adjoining Select Area fisheries. Nor does the initiative make any pretense of legalizing other gear for commercial fishermen to use.

The "Gill Net Investment Recovery Fund" has only one purpose, to gull the unwary voter into believing that gillnetters will be provided funding to switch to alternative fishing gear. In reality, the initiative would remove the statutory authority for permit renewal and transfer for current gillnet permit holders, without setting up any other way to apply for a permit to fish with other gear. Without a way to apply for a permit, and no other legal gear to use in the first place, none of our fishermen would be eligible to apply for the funding overseen by this sportfishing commission. And where would the money come from to do this? Half the license surcharges currently de-voted to fish recovery and enhancement projects would be taken. Any money not dithered away by the commission would be transferred to the "Fish and Wildlife Account established by ORS 496.303 for the purposes provided

in ORS 497.136," which are defined as "recreational fishing activities." And this is a proposal from an advocacy group that would have the public believe that it is dedicated to conservation purposes!

The definition of gillnets and tangle nets in the initiative petition is designed to be overly vague and overly broad — so broad, in fact, that it could be interpreted to include pelagic trawl and bottom trawl nets. Since the dragger fleet does encounter salmonids as by-catch during the course of fishing activities, the ballot measure could be read in such a way as to prohibit fishing with trawling gear within Oregon's territorial sea; i.e., within the three-mile limit. This measure is aimed at a bigger segment of the commercial fishing industry than Columbia River gillnetters alone. It could put hundreds of commercial fishing families out of work, which is not likely to be lost on other fishermen along the coast. The CCA isn't just picking a fight with us. This is an attack on the commercial fishing industry as a whole. It is also an attack on the consumers' access to wholesome local seafood. It will be our job in the next few months to reach out to other groups of commercial fisher-men, and to consumers, who represent the overwhelming majority of the population of the state.

Salmon For All Oregon PAC Formed — Oregon Consumers for Seafood to be Revived

A new political action committee (PAC) called Salmon For All Oregon was announced at the Salmon For

Salmon For All News (cont.)

All annual meeting. The PAC is dedicated to supporting candidates for Oregon office with whom we can work effectively. Now that we know we are facing an initiative petition in 2010, it is time to revive the PAC formed to oppose Ballot Measure No. 8 in 1992. Called Oregon Consumers for Seafood, the PAC funded the No. 8 on Measure 8 campaign, which as we know, ultimately carried the day. In the state of Washington, Salmon For Washington also has been revived. Salmon For Washington fought the successful battles against two Washington initiative petitions to curtail commercial fishing during the 1990s.

Between the two states, our fishermen have already been through four initiative petition campaigns aimed at eliminating the Columbia River commercial fishery. In Oregon, Ballot Measure No. 4 in 1964 and Ballot Measure No. 8 in 1992 both were defeated by over-whelming majorities. During the campaign in 1964, a caravan of more than 1,000 people left Astoria in 30 school buses and scores of private vans and cars. Stopping in Portland at City Hall, Mayor Harry Steinbock of Astoria handed a proclamation in favor of retaining the commercial fishery

to Portland Mayor Terry Schrunk. In Salem, the proclamation was presented to Governor Mark Hatfield on the steps of the Capitol. The idea for the caravan was conceived by a local businessman — an Astoria pharmacist by trade — with no direct ties to the commercial fishery. It was painfully clear to everyone how devastating the gillnet ban would be to the economy of Astoria in particular, and Clatsop County in general. Every-one had a stake in the out-come of this election.

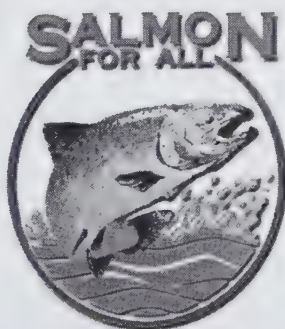
During the 1992 campaign against Measure 8, Bob Eaton, former executive director of Salmon For All, chaired the Oregon Consumers for Seafood. That particular campaign provides some interesting insights into how a destructive initiative petition can be opposed in an informed and intelligent manner. Pollster Nan Heim of Portland performed directed research to find the issue that resonated with the public. Interestingly, conservation and fishery issues were not the key to communicating with the public. Instead, the issue that hit home was jobs. Most people can't follow the intricacies of fishery management. It's simply far too complex. But, everybody understands what putting

people out of work means. In the con-text of the current recession, that message would not be lost on the voters. Initiative No. 74, if it makes it onto the ballot for the 2010 General Election, would put hundreds of people on the Oregon Coast out of work, and for no good reason.

Salmon For All and Columbia River commercial fishermen took a secondary role in fighting Washington I-640 (1995) and I-696 (1999) because of the large and highly valuable commercial fisheries of Puget Sound. Salmon For Washington, representing the Puget Sound gillnet and seine fisheries, was the primary agent in fighting these initiative petitions. I-604 asked if Washington fishing regulations should be written so as to require survival rates of non-targeted catch. It was soundly defeated with approximately 57.5% of the voting public casting no votes. I-696 went further, calling for a total ban on all non-Indian commercial fishing in Washington state marine and fresh waters. It lost by an even wider margin, with approximately 60.5% of the voting public casting no votes.

While Salmon For All may have played only a secondary role in these Washington campaigns, it is important to re-member we have powerful allies on Puget Sound. CCA members make no secret of the fact that Columbia River gillnetters are only the first on their long list of commercial fisheries to be targeted for elimination. This is a cancer which needs to be killed before it can metastasize.

By: Hobe Kytr



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Letters To The Editor

Jon,

I really enjoy receiving each issue of the Columbia River Gillnetter!

It keeps me informed; brings back a lot of memories; and provides enjoyable historical information and personal stories.

Keep up the good work! And I look forward to the next issue.

Alan Moberg
Keizer, Oregon

.....

Jon,

I always enjoy reading the Gillnetter. I haven't fished the Columbia for a few years, but when this time of year rolls around I really miss it-or what it was. The stories of times gone past, along with photos bring back lots of memories of good times on the river. Thank you for all your hard work. I would like to leave this small donation in memory of Pete and Betty Pedersen and the one and only Stinger, a fishing family missed by many.

Thank You,
David W. Nelson

.....

Jon and Gillnetter Staff,

Enclosed please find a contribution to your magazine in the memory of Nelma Perila, my aunt, and long time subscriber of the Gillnetter. My husband and I are native Astorians and now live in Salem. We find the Gillnetter to be fascinating reading and would like to receive your magazine.

Thanks for the hard work put into the publication of the Gillnetter.

Jerry and Lois Carlson
Salem, Oregon

Jon,

Warren Nakkela of Clatskanie gave me this money to send to C.R.F.P.U. Warren's always been a big supporter of the gillnetters and fished himself over the years. He said to say he really enjoys receiving "The Columbia River Gillnetter" and thanks.

Good Fishing!

John Kallunki
Clatskanie, Oregon

.....

Jon,

Thanks again for so many great issues of the Columbia River Gillnetter. I really enjoyed the special article on the Sea Wolf, as well as our visit to see it with Brian Tarabochia (owner) and Don Fastabend. Cousin Gegory Vlastelica built the Sea Wolf and then the "Green Hornet-tailfins and all. If you see a picture of the "Hornet" someday, maybe you could print that too. It was also a classic.

Thanks Again,
John Vlastelicia

.....

Editor,

Don Riswick and I were fraternity brothers (Sigma Nu) at Oregon State College in the late 30's and early 40's. We used to keep in touch with each other over the years at reunions, homecomings and similar occasions. I'm not sure but I must have been on his mailing list for Columbia River Gillnetter since first issue. It is a very interesting publication. I enjoy it and do share it with a couple of other fraternity brothers-Howard Sargent and Burnie Solberg.

My father, Anton "Tony" Fisher, lived in Astoria in the early 1900's. He never talked about his life there except for

the big fire which did a lot of damage. Also, he often would mention catching salmon by nets and horses at the mouth of the Columbia. He did not approve that method. He said in his native Norway you had to use a net and shift to bring them in. A day's work.

Lauren A. Fisher
Gresham, Oregon

.....

Jon,

Thanks for having us on your gillnetter mailing list.

We really enjoy your publication.

Norm and Eleanor Wood
F/V Porpoise/Kanai River
Granite Falls, Washington

.....

Columbia River Gillnetter,

My father, George Anderson always looked forward to receiving the Gillnetter. He and Don Riswick were friends in high school and re-connected many years later. Please accept this contribution in memory of my Dad as well as my Grandfather, Art Anderson. The stories of days gone by always brought back good memories for Dad. Sadly, both Mr. Riswick and my Dad have passed away.

It was a real treat reading about Tim Driscoll in the Summer 2009 Edition. (I had the opportunity to go with my Grandpa to meet Mr. Driscoll when I was a little girl). He was legendary in our family.

My husband and I continue to enjoy your publication. Good work!

Sincerely,

Tina Sahnaw
Hillsboro, Oregon

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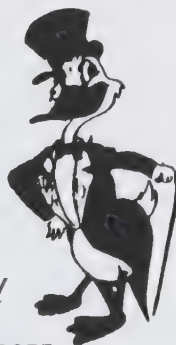
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History of Select Area Fisheries in The Columbia River Estuary

Terminal fisheries in the Columbia River estuary are characterized by a history of innovation and cooperation between government agencies and the fishing industry. Commercial salmon fishing on Youngs Bay existed from the early 1900s until 1931. When the salmon fishing closed, the only commercial fishery remaining in the bay was for American shad (*Alosa sapidissima*). Oregon Department of Fish & Wildlife's (ODFW) Klaskanine Hatchery, in operation since 1911, was remodeled and expanded to its present size in 1952-53. Youngs Bay was reopened to commercial salmon fishing in 1962 to permit the harvest of coho salmon destined for Klaskanine Hatchery. By the early 1970s, production at the hatchery was at capacity, given the resources available. In 1975 the citizens of Clatsop County formed the Clatsop Economic Development Committee (CEDC) in an effort to improve the depressed local economy. The fisheries enhancement subcommittee of CEDC, acknowledging that the salmon segment of the fishing industry was seriously depressed, entered into a partnership with ODFW for the purpose of investigating the increase of salmon production for the fishery in Youngs Bay through the development of new sites and earthen rearing ponds. CEDC persuaded ODFW to take surplus eggs from other hatcheries to hatch and rear supplemental releases from the Klaskanine Hatchery. As a result, ODFW provided funding to rear four million fall Chinook at the hatchery that were released in 1976. In 1977 one million chum, seven million fall Chinook and one million coho were released from the hatchery. A search by CEDC for funds to implement their own salmon rearing program resulted in a Governor's Grant in 1977. With the receipt of this grant, CEDC was able to join efforts to help at the

Klaskanine Hatchery and construct rearing ponds to further increase production of hatchery salmon for Youngs Bay.

Thirty-one years later, the partnership between Clatsop County and ODFW continues to benefit the salmon fishery and its significance to the regional economy. The Clatsop County Fisheries program has been receiving biennial appropriations from ODFW since 1978 to operate salmon propagation facilities in the Youngs Bay watershed. The first earthen rearing pond was a 1.5-acre lake on Tucker Creek drainage donated by the family of the late Ted Vanderveldt for rearing salmon. A prefabricated overflow-drain system was built and contributed by Bumble Bee Seafoods, with many other local businesses and fishermen contributing resources toward construction of the pond. The first release from that site was 50,000 coho in 1977. A second pond site (also donated by the Vanderveldt family) was identified, and the welding class at Clatsop Community College built an overflow-drain system for it. In 1979, 1.4 million tule fall Chinook were released from these two earthen ponds. Since ODFW had allocated space at other Columbia River hatcheries for incubation and early rearing of the salmon to be released in Youngs Bay or from Klaskanine Hatchery, the adult returns from these releases were not needed for egg-take and thus introducing the concept of a 100% harvest terminal fishery in Youngs Bay.

In 1980 negotiations began between Clatsop County and Crown Zellerbach (a private timber company) to lease a third rearing site on the South Fork Klaskanine River. The earthen pond, intake, and dam structure were built with funding from Pacific Northwest Regional Commission (PNRC), donated labor from the Job Corps Center (currently

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Tongue Point Job Corps), and heavy equipment time donated by Crown Zellerbach. Many local businesses and individuals also contributed toward the completion of this facility. The first release of 1,800,900 tule fall Chinook occurred from the South Fork site in 1981.

In 1983, the Bonneville Power Administration (BPA) entered the picture with a five-year agreement to fund the Evaluation of a Low-Cost Production Facility project. By 1987,

History of Select Area Fisheries in The Columbia River Estuary (Cont.)

CEDC's rearing sites were at capacity and the project began investigating ways to expand rearing, augment production, improve local imprinting, and enhance adult returns to Youngs Bay. In 1987, the first net pens were purchased for placement in Youngs Bay and releases of 1,293,000 tule fall Chinook occurred from the pens that year. The first coho releases from the pens were scheduled for 1989. By 1992, the success of the net-pen returns prompted a proposal for funding the Youngs Bay Terminal Fishery program that resulted in an agreement between BPA and ODFW, which included a sub-contract with CEDC Fisheries. Funding increased substantially that year, allowing for further research into the net-pen concept and doubling the net-pen rearing capacity with the purchase of more pens in Youngs Bay. That year's releases from the net pens were a combined total of 2.8 million spring Chinook, fall Chinook, and coho.

In 1993, BPA expanded its investment into the program, as well as the scope, with a long-term contract to ODFW and Clatsop County (CEDC Fisheries). With this newly formed Columbia River Terminal Fisheries Research project Washington Department of Fish & Wildlife (WDFW) came aboard as a project cooperator. Over the next several years, eight potential sites were identified, surveyed, and classified with respect to rearing potential, access, capacity for fishers, and potential for impacts on stocks listed under the Endangered Species Act (ESA). As a result of the findings, four locations were selected in Oregon and three in Washington as viable Select Area production/fishery sites. Limited by available funds, Tongue Point and Blind Slough in Oregon, and Deep River and Steamboat Slough in Washington were the final choices; additionally, the established Youngs Bay site was

expanded. Experimental releases of 1993 brood coho were conducted to determine each site's capability to successfully acclimate and imprint smolts. In 1995 and again in 1998, BPA issued a Finding of No Significant Impact (FONSI) for the project and in 2002, in consultation with the National Oceanic and Atmospheric Administration (NOAA), it was determined these FONSI's would remain valid as long as project activities remain unchanged. In 1998 the project was renamed the Select Area Fishery Evaluation (SAFE) project and maintained that title through 2006. The first coho releases from the new Select Area sites occurred in 1995 from Blind Slough, Tongue Point, and Deep River, with the first subsequent fall commercial fisheries at those sites in 1996. Coho releases and fall commercial fishery from the Steamboat Slough site occurred in 1999 and 2000, respectively. Spring Chinook releases from the SAFE sites began in 1995, with the first commercial spring Chinook seasons occurring in 1998. Research to reduce interactions between naturally-produced chum and SAFE spring Chinook production resulted in towing the fish from the Deep River site for release in the Columbia River in 2003. To improve survival of Oregon spring Chinook, research into an oxygen supplementation system was initiated at Gnat Creek Hatchery in 2005. 2006 saw the transfer of the Select Area Bright (SAB) fall Chinook program from ODFW's Klaskanine Hatchery to CCF. In 2007, the focus of the project evolved from research and evaluation, having determined successful sites and rearing strategies, into a third phase intended to make best use of production and fisheries, and was therefore renamed Select Area Fisheries Enhancement (still utilizing the acronym SAFE) for the FY 2007-09 funding proposal to BPA.

This proposal included efficiency measures implemented in 2008 that resulted in production increases with the resumption of coho production at Klaskanine Hatchery. Total production from SAFE facilities (Blind Slough, Tongue Point, Youngs Bay net-pen sites, and South Fork and Klaskanine hatcheries in Oregon; Deep River net pens in Washington) in 2010 is projected to be 1.4 million SAB fall Chinook, 2.5 million tule fall Chinook, 1.5 million spring Chinook, and 3.03 million coho.

The Clatsop County Fisheries piece of the SAFE program has benefited greatly from its history of employee longevity. When the program began in 1976, the current field supervisor, Alan Dietrichs, was a fish technician for the project. He left in 1978 to complete his degree in fisheries science at Oregon State University and returned to the project in 1994 (15 years). Former manager Jim Hill began as a fish technician with the program in 1978 and later became project manager in 1982. He ran the program through its successful expansion and development into net-pen rearing until his death in 2000 (18 years). Alan stepped in as interim manager until Tod Jones was hired in 2001 to run the program until his retirement in 2008 (7 years). Steve Meshke, the current natural resource manager, took over the reins in 2008 juggling his time between half fisheries and half county parks (1.5 years). Keith Warren, biological aide, has been with the program since 1981 (28 years), and the project's biologist, Rod Litton, began in 1990 at the same time that Chris Ketcham, biological aide, came to the program (19 years each). Dan Dunn, biological aide, came to the program in 1996 (13 years), and staff assistant Toni Miethe began in 1983 (26 years).

*By: Toni Miethe
(CCF) Clatsop County Fisheries*

A Personal Boat Building History



"Kitty S." Built by Cubby Soule 1939 at Bay Center, WA

Being a boat builder, commercial fisherman and logger, I have met some of the most interesting people you could ever hope to meet. I was brought up in the fishing industry at a time when almost all boats were built of wood. They were well constructed and built heavy by some of the real masters of their time. Many of these boats are still working today in the fishing trade.

As a kid I can remember going out to the Keystone packing plant at Ilwaco and watching boats being built in various stages. Tim Driscoll had a shop out on the dock across from the cannery. That was where the "Green Towboat" was built. I remember watching Mr. Glen Heckes as he bent frames for that boat. She is still one of the best tow boats on Willapa Bay. I believe it is because of the way the keel and the Horn timber were set up so the prop gets the water without cavitation and slippage while towing.

I learned the boat building trade from my dad, W.E. "Cubby" Soule, and many others who were the best in their time. Marion Louderback was always a good source of knowledge when I got into a bind. Howard Gerttula was also a good source of knowledge though he was pretty busy when I was a

young guy just starting out.

Ralph Criteser, at Criteser Moorage on the Yaquina River, was my mentor in Newport, Oregon during my time fishing and doing boat repair there. Ralph was tops at setting up engines and maintaining all things mechanical on boats. He was always busy building something around there and was a great person to work around with all of his first hand know-how. Tom

Coffield was another person that I worked for in Newport and Garibaldi.

Moving back to the Long Beach peninsula to help my brother, Ernie Soule, I wound up finishing his boat, the "Eventide," a 32 foot Columbia Boatworks boat. It was one of the last boats built by Matt Tolonen. She has turned out to be a perfect boat for crabbing on the Willapa and is quite fast and very efficient in that fishery.

Don Fastabend has also been a help in many of my boat refurbishing endeavors. If it wasn't for him and the Astoria Marine Construction Company, it would have been near impossible to get the materials like Iron Bark, Purple Heart, Apatong and other hardwoods needed to perform the work on older boats.

At the present time, I see an aging fleet and a fishery that cannot afford to have repairs done on these wooden vessels. As time slips

by, there will hardly be any of them left. The materials will become harder and more expensive to obtain. As with the men who work on wooden boats, time slips by and skills are not passed along to others. This is a time of using different building materials and technology. The marine industry is in change probably more now than ever before in its history. Factor in material and labor costs, the price and costs of the fishing industry as a whole, poor seasons, short seasons, regulated seasons, you name it. The price of fish is not keeping up with the high costs of doing business.

This winter I will be rebuilding the "Eva R," an oyster dredge built by Dan Louderback for I.A. Clark at or around the turn of the century. My nephew, Kevin Soule, bought it last winter from the Coast Oyster Company of South Bend, Washington. It will be outfitted with a new wheelhouse and new timbers in the



"Leone" Built in 1918 at Bay Center, WA by Clyde & Joseph George

bottom. Just obtaining the materials for the bottom work was an experience. You can get them but they are far and few between. It's not as simple as going to the friendly lumber yard and getting air-dried boat lumber.

I have seen the good times and the bad in the fishing industry. My life has been a busy and interesting experience for this last 63 years, one that I would not have traded for a 9-5 office job.

Best of luck, health and good fishing to you all.

By: Earl W. Soule



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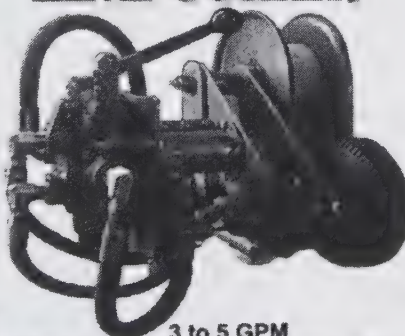
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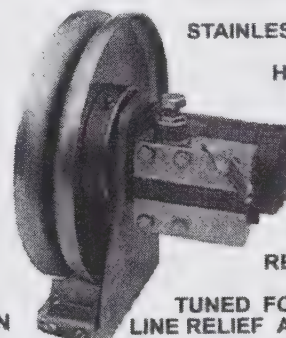


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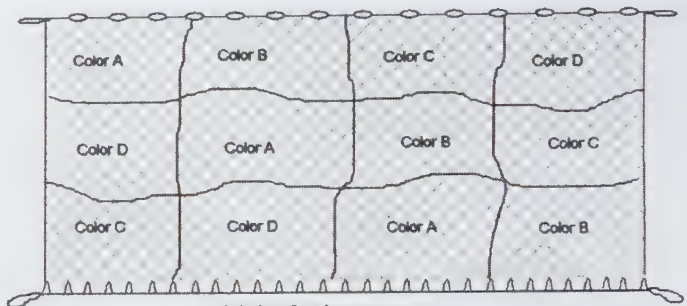
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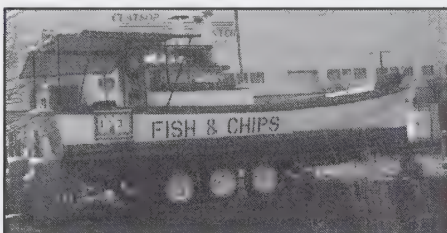


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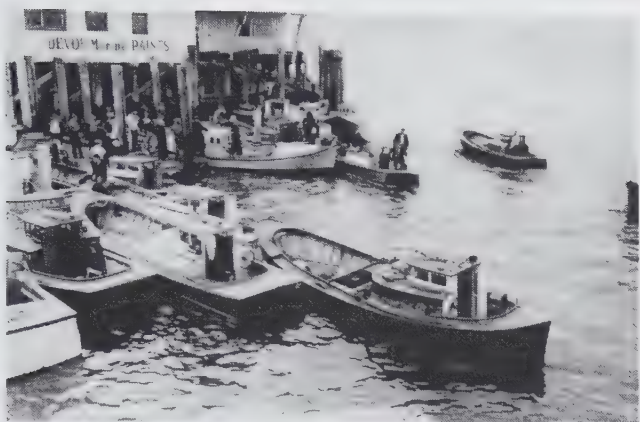
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Pictures Of Astoria Regatta - boat races - Gillnetters



Astoria Regatta-1940 Getting ready for the Gillnet boat races.



Gillnet fleet on Astoria waterfront ready to go fishing cir. 1895.



Circ. 1952 Astoria Regatta Gillnet boat race.



C.R.P.A. Gillnetters at South Naknek Alaska-Bristol Bay



Fisberman Parade to start circ. 1934 Astoria Regatta and Salmon Derby

Vertigo Aboard

I have had many passengers aboard during by days and nights fishing the Columbia's commercial salmon seasons. Many of these people were friends which included students and fellow teachers. One of the strangest events involving passengers has stuck with me ever since it occurred.

I received a call from a biologist who worked for the Oregon Fish Commission and knew me from the days when I worked for the commission as a fisheries biologist. He told me that two biochemists employed by the National Marine Fisheries Service wished to come aboard my vessel for a night to take blood samples from Chinook salmon. They wanted to do a lab analysis to determine if there was a significant difference which would differentiate Columbia fish from other rivers.

These two guys climbed aboard my vessel during the early evening with all their equipment. I informed them that "You must remain aboard until early afternoon of the following day. In addition to fishing the night tides, I intend to lay out on the

ebb tide in the shallow water south of Point Ellis and drift down to the Desdemona Light House during the early light of the morning. Then the most important drift would be the day flood from the slack low water up the north edge of the ship channel just south of Desdemona Light House". I explained that timing is very important and others would be competing for this same drift.

During the early evening the northwest wind died to a whisper and the river's surface was reduced to ripples. We were netting twenty to thirty Chinook

on flood drifts fishing in twenty to thirty feet of water. The salmon needed to be alive when the scientists extracted a blood sample in a vacuum tube syringe. After a fork length measurement and the recording of the fish's condition, the tube was labeled and placed in an ice chest of dry ice for later analysis.

The operation went smoothly for the first dozen salmon until one of the scientists complained that he felt ill and needed to lie down in the stern area. This slowed the operation down because I needed to help the "live one" with the re-



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Vertigo Aboard (cont.)

cording. After a while the second scientist complained of sea sickness and also needed to lie down in the stern cabin. I was amazed by their reaction to such a calm evening. By this time the water's surface appeared to be as smooth as a dance floor. On a typical evening, the surface would be roughed up and on many occasions get real nasty. So as not to waste such good fishing on a beautiful night I took samples from a least twenty more Chinook. I had observed the procedure, had passed the state tests for fisheries biologist and worked as one for large parts of six years, so I felt qualified to continue the experiment.

Then about an hour into light of day the scientist who has lasted the longest called to me in a weak voice, "I think that you'd better check out my partner". Now, I've chartered my vessel to sport fishermen and have seen more than my share of sea sickness, but I have never seen a specimen such as this guy. His face appeared ashen white without any evidence of blood flow on the surface of the skin. He appeared as if someone

had "thrown a handful of white flour into his face". This had to be more than a case of sea sickness.

I had a big problem. To get to my mooring, I needed to buck an ebb tide for seven miles upriver to my mooring, unload my passengers and their gear and then, hopefully, get back down to the area below the Desdemona Light House before low slack tide. If I'm lucky maybe I could ride the ebb tide back downstream.

The trip upstream to the West End Mooring Basin seemed to be much longer then it actually was, maybe close to one hour. Fortunately a fisherman friend, Art Nelson, was on the dock ready to head out to the fishing grounds.

"How about giving me a hand with these guys and their gear?" was my hurried request of Art. The chests and other gear came off quickly and one scientist managed to climb onto the float himself. Art and I had to carry number two off of my vessel and lay him on his back onto the float. Then with a "Thanks a lot, Art", I untied and headed out of the basin. I looked back at that stack of gear and the

two former passengers, one sitting and the lying prone. I needed to concentrate on getting to my lay-out spot as quickly as possible.

On my journey down the channel I could detect that the tide had slacked off and I would be bucking the flood tide in the lower river. "Damn" or words to that effect was my reaction. "I'm late and some other boats have beaten me to my spot". I had the timing down to where I could lay out on the last part of the ebb tide and still be at the right spot at low water slack in order to flood up and just miss the Desdemona Light on the south side. Then I could flood up the north side of the ship channel with very little, if any, competition from other boats.

Sure enough, a couple of boats had beat me to my spot so I laid out my net to drift north of or to the other side of the Desdemona Light and ended up with less than a dozen salmon. I'll never know what I missed trying to be a "good guy". I never heard a word from those two guys or even the National Marine Fisheries Service concerning the results of the blood analysis.

By: Eldon Korpela

Bioproducts

Bioproducts was a small company that had a large influence on the economy of the North Coast and Astoria over a long period of time. It started on a shoestring during the Great Depression, and relied heavily on the fishing industry during its years in operation.

From salmon egg curing for sport fishing, to salmon and fish oil reduction, to fish meal manufacture, to development and production of the fish food pellet, to connections with the mink and fur producers, with whale meat and blubber application, to liquid fish fertilizer, the company had

salmon eggs for trout fishermen, developed by college students, Dick and Eben Carruthers and their father, was the beginning of something new for the future of Astoria. They were both independent thinkers, unusually creative and very versatile.

Richard Carruthers attended the University of Oregon and his brother, Eben, Oregon State College. One of Richard's classmates, also from Astoria, was John Trulinger, who had a strong knack for book-keeping and finances. From here came the ground work for Bioproducts.

The discovery of Vitamin A in fish

livers in previous years led to a corporation, Saliver, Inc., being formed with money from Reconstruction Finance Corporation, President Franklin Roosevelt's depression fighting organization. They emphasized Vitamin A from salmon livers, prevalent on the Columbia River and Dick became manager of Saliver.

Bioproducts became a reality after the breakup and failure of Saliver in the mid-30's, and re-incorporation followed. The

original home for Bioproducts was a building located at the entrance to the Port of Astoria docks where Bergerson Construction Company is now situated. With the advent of edible salmon oil recovered from left over scraps on the butcher and fillet tables at the local canneries, presented a new challenge. This oil was added to each can in the pack to insure freshness and uniformity. CRPA had an oil room in 1932 and Barbey Packing Company soon followed. Bioproducts had a hand in this development. The other canneries in the area soon added oil producing facilities. This move was brought on, at least partly, by the down wind neighbors to the Astoria Reduction Plant complaints. Here the company has existed in its later years.

The company association with the local mink ranchers and fur producers association, in earlier years, featured press cakes of fish food, that contained the necessary vitamins and was also clean to handle. In later years the experiment into whale processing for mink food and oil reduction materialized.

Hval fangst Oregon—Hval fangst means "whale" in Norwegian and Dick Carruthers



Cir. 1938 Crew

a wide and varied history from approximately the years 1930 to its sale in 1986. It has been said that Bioproducts was always short on working capital. Just when it would start to make gains on one of its many endeavors a new expansion or product with new machinery needed to be added and things would again drop back to the beginning stage.

Astoria By-Products, producing treated



Bob Holmes Cir. 1936

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Bioproducts (cont.)

wanted to see if there was the possibility of a business capturing and processing whales for the meat and oil, basically for the Oregon Fur Producers. In 1963, 1964, and 1965 tree boats were outfitted for this effort. The "Tom and Al" gained the most notoriety. It was skippered and operated by prominent local brothers, Eben and Frank Parker. (See Mystery Photo's in Winter and Summer 2009 issues of Columbia River Gillnetter). The other two boats were the "Sheila" and the "Tonquin".

A dozen whales were eventually captured and brought in for "disassembly", as head flesher, Mark Dozier, called it, but it soon became evident that it was impossible to have a large enough crew to get each animal cut up and cooled before it spoiled. It also became quite a difficult procedure to get the oil out of the blubber.

Many things weren't easy about whaling. It wasn't easy to find enough whales to make an operation, it wasn't easy to get them ashore before they spoiled, it wasn't easy to cut them up, it wasn't easy to process whales with fish reduction equipment, it wasn't easy to find markets for the various items, it wasn't easy to assemble a capable crew on short notice, it wasn't easy to avoid overtime, and it wasn't easy to turn a profit on whales. It was easy, however with each whale, to have a large crowd of onlookers watching the process. Whales have glamour. The morbid and the curious and the bored and the horrified, they all were there.

With the development of the Oregon Moist Fish Food Pellet by biologists Duncan Law and Russ Sinheuser, at the OSC Sea-Food Lab on Youngs Bay, in the 1950's, for the Oregon Fish Commission, Bioproducts picked up a new product for manufacture and sale. Later the moist pellet became the dry pellet which did not require refrigeration. This provided an entire new method of hatchery feeding and diet control for Oregon and Northwest Fish Hatchery Programs. (See Winter 2007 issue of Columbia River Gillnetter - Impact of Oregon Moist Pellet on silver salmon in the Columbia River. 1964—Eldon Korpela)

Dry Pellet manufacture, as well as the always popular Liquid Fish Fertilizer, provided a large portion of Bioproducts' sales in later years.



R.T. Carruthers, Sr., president of Bioproducts and Richard Carruthers, Jr. Cir. 1961.

Quite a wide range of people worked for Bioproducts over the years.

Following is a list of some of them:

Robert Holmes - Publicity and Finance
 Lyle Anderson - Head Chemist
 Harold Carrington - Plant Superintendent
 Orvo Piipo - Maintenance Supervisor
 Julian Falleur - Foreman
 Ellis Koven - Foreman
 Mark Dozier - Whale Flesher
 Jim Corkill - Corporate Treasurer
 Don Morden - Vice President of Research

Two local people who operated the facility as Bio-Oregon in the 90's and into the new 2000 millennium were Russ Farmer and Bruce Buckmaster. Today the Warrenton-Hammond facility is owned by Pacific Seafood.

By Jon Westerholm - Editor

Information provided by and thanks to:

Lyle Anderson pamphlet - My Days at Bioproducts
 Thal Anderson
 Richard T. Carruthers, Jr.
 Duncan Law
 Robert "Denny" Holmes
 Bruce Buckmaster



Original site of Bioproducts. Bergerson Construction currently uses this site.

At Stake - The Loss of a Cultural Identity for the Chinook Nation

The Chinuk (Chinook) Nation: A great nation of indigenous people who once numbered in the hundreds of thousands.* Multiple tribes within this unique society once occupied and ruled on nearly 12 million acres of heavily forested lands that started from the mouth of the Great River (Columbia); then a Southerly bearing along the beaches to the hills and valleys of the Tillamook and Nehalem people; then following the Nehalem River heading East to an area now call Portland/Vancouver; then a Northerly bearing to the friendly Chehalis and Cowlitz; then West to the borders of an ancient enemy - the Quinalts, and finally South along the beaches to a cape now called Disappointment at the mouth of the Great River.

What attracted the Chinook to settle along the banks of the lower one hundred miles of the Columbia River? Was it the abundant animals that provided food, clothing, tools, and trade beads or was it the forests that provided wood for shelter, clothing, canoes, tools, trade beads, and firewood? Partly these gifts from Nature did contribute to their prosperity and their great ability to navigate and explore distant and nearby regions as well as trade with other indigenous cultures.

The real attraction was Salmon. Millions and millions of salmon! Undeniably, the Columbia River, prior to the overland arrival of Scandinavian and European Whites was the largest wild salmon producing river system in the Pacific Northwest Territory. The free-flowing Columbia and its hundreds of thousands of miles of untamed tributaries fostered the most spectacular daily underwater migrations of numerous species of salmonids in the Pacific Northwest. Tribal ancestors spoke of a true story that was passed on to succeeding generations of elders about the bountiful salmon of the Great River. They all spoke of a majestic time when each morning day through each of the four seasons, adult salmon and trout would swim upriver passing downriver migrating juvenile salmon and trout. The story concludes with the Creator choosing the Chinook people as true stewards of a great river with an abundant resource of many varieties of salmon.

Also true was the fact that many other aboriginal cultures living in the middle and upper reaches of the Columbia and its tributaries relied heavily on the life sustaining runs of salmon. The heritage of the Chinook people was interwoven in the millions of salmonid life cycles. Chinookan families produced innovative canoe builders, exceptional navigators and astute traders who made the stewardship of the salmon the focal point of their daily living. They were proud of the fact that they were the first people on the Great River to greet the returning adult salmon and the last people on the same river to allow the safe passage of juvenile salmon traveling into the ocean.

Why were the salmon of the Columbia considered a sustainable and viably perpetual renewable fishery resource for all of the indigenous cultures of the Columbia River Basin? Families within these cultures religiously practiced harvesting only what they could freshly consume and processed only what they required for trade purposes and use during severe weather conditions when harvesting salmon was unsafe and impractical. Dried, fried, stewed, smoked, and boiled for soup, the valuable salmon was consumed by all. Scaled, skinned, viscera rendered for oil, and fleshed-to-the-bone for making tools, jewelry, and clothing - absolutely nothing was wasted from their harvested salmon. These precious fish were considered a great gift from the Creator or Great Spirit and each nation of indigenous tribes in the Columbia Basin conducted their own celebrations of life involving the salmon. However, the numerous tribes of the Chinook Nation annually produced a celebration honoring the salmon that was by far the most ritually impressive and intense. Their feast was called the First Salmon Ceremony. Thankfully, the First Salmon Ceremony is still practiced today.

Chinook people and their cultural identity from the region's vast salmon populations spiraled downward into near oblivion not long after the overland discovery of them by Lewis and Clark. Those few Chinook who survived and chose to stay near the many sprawling white settlements on both sides of the lower Columbia region lived in abject poverty. Following the non-ratified Treaty at Tansi Point, the few Chinook families who tried to continue their practice of harvesting salmon at many of their usual and accustomed places along the lower reaches of the Columbia were driven off their Great River by soldiers from the US Army and mercenaries employed by the US Government and forbidden to freely fish for subsistence and trade.

Huge tracts of land once occupied by Chinookan tribes became vacant for the taking. The entire region became the white developer's dream of manifest destiny come true. Vast forest lands of giant cedar were feverishly harvested by white owned logging companies. Gone was the source for Chinook families to build their plank houses and seaworthy canoes. The giant trees that provided a protective canopy for the tributaries of the lower Columbia were cut down in a relatively short time. The lower tributary waters that were the nursing grounds for the many species of salmon were subjected to severe degradation. Without the protection of healthy riparian zones, surrounding streams and rivers that contained fertile eggs from numerous strains of lower river Chinook, Coho, and Chum salmon were smothered to death by seasonal rainstorms that created torrents of heavily silted water.

From the time the last fish cannery was built in the lower Columbia to the construction of

Bonneville Dam, the decline and eventual extinction of numerous strains of salmon or environmentally significant units of salmon was accomplished by the commercial fishing emigrants in a blink of man's time on earth. Another significant river changing episode involving the decline of lower Columbia River salmon runs and the displacement of aboriginal natives from their fishing grounds was diking the River's estuary bottoms so that the exposed land could be used for farming and cattle ranching. Dikes forever changed the water dynamics of the lower river region and spoiled the backwater nurseries for the migrating juvenile salmonids. Combined with the daily reception of pollutants from industrialized upriver settlements like Portland, Vancouver and Longview, the lower river waters and remaining river bottoms eventually became inhospitable for the remnant runs of lower river native and wild salmon.

Long before the diking of lower river bottom lands, the construction of jetties at the river's mouth and the numerous upriver dams, the mighty river produced an expansive freshwater plume - a magnificent freshwater intrusion - into the Pacific Ocean. During impressive ebb tides, the river deposited nutrient rich material and tons of sand into the saltwater. Currents and tides produced massive tidal flats that allowed

By: Dioniscio Y. Abing

Cont. on pg. 28

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Hyping fun on the radios.

I listen half attentively
As I sort my jeans and shirts.
I smirk a little to myself,
At all those stay at home, townie jerks.

Me, I've got a plane to catch,
Soon be winging my way Nor'west.
Going fisbin' once again,
Alaska bound is truly best.

Friends call with summer plans,
See resignation in loved ones eyes,
But I'm heading off to the life I love...
Can never show, what I really feel inside.

Gonna be another hot one they say,
Sunsbime and swimming, bands and car
shows in the park.
Who cares! I'm going off chasing fish,
Where the nights hold little dark.

As I tote shoulder slung seabag past my
shop,
Try not to think what's crouched inside,
The botrod to build, dory to sail,
And Harleys I never get to ride.

Camping, Bar-B-Qing, sailing,
Or just soaking up rays out on the lawn,
Warm summer evenings promising ro-
mance and magic,
My fall returning means, all to memories
gone.

Pick up my ticket and check my bag,
Say, "See Ya later" and turn toward the
plane,

*Walking fast, shifting gears,
Don't even acknowledge, my own pain.*

*Hell I'm going where I want to go,
This is the life I've chosen,
Whatever I'd long for that's left behind,
I keep deeply buried, frozen.*

*As I mount the airplane steps I spare a
glance
Back at deep spring and early summer
blooming,
Then turn and step through the door to
face ahead,
Wind, rain, sleepless work, and waves
against bluffs and boulders booming,*

*Over cold ones and music of a summer's
night,
Someone may inquire after me.
"Aw, he's off doing his own thing,
Right where he wants to be."*

*"He's not much for summer romance,
Or staying round for cuddling and kissin'
He's only happy on that stupid boat!
As always, he's gone fisbin'!"*

06-09

LIGHTS

*Dark, solid as a wall
Seems to ominously tower,
High intensity deck lights
Can't quite overpower.*

*If there happens to be snow,
It seems to round us swirl
To the point if one looks too long,
Feels the boat starts to whirl.*

*Often watched my gutsy crew
Working in deck lights icy glare,
Suppose at times we all wonder
What the hell we're doing out there.*

*Seen frost sparkling in mustache and
beard
As a crew member gave me a grin,
Ice rimed rain gear shining in those lights,
Proudly I've worked, with some damn
tough men!*

*Bone weary as they work
Through endless days and nights,
All seems about the same,
When working beneath those big lights.*

Many nights worked right through

*And watched morning's light slowly fade
Our own light's artificial power,
As another night gave way to day.*

*That glow glimpsed far offshore
Speaks of working through an endless
day.*

*People giving all they've got,
Earning every cent, no matter what the
pay.*

*If as you watch those offshore lights
They seem to rise and fall
That just tells of big rough seas
As pots or lines, the boats continue to haul.*

*So if you happen to see lights offshore
Think for a moment of the women and
men,
Working there beneath that glow,
That feels the day will never end.*

*Give a thought for a second
To crews clad head to foot in foul weather
gear
Sometimes so deeply tired,*

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*But sometimes in some little cove,
Anchor down as the wind above us
screams*

*Those big lights show the land
In whose lee we safely dream our dreams.*

*Iron willed men and women harvesting
your food
Working straight through the days and
nights
Shore seasons and pride is our drive,
That keeps us burning, those damn lights.*

SPRAY

*Pitch black, darkest night,
Stars and moon locked behind heavy
cloud.*

*Just me, this boat, flying spray,
And trusty diesel pounding loud.*

*Out to port the running light
Gives flying spray a redish glow
And off to starboard a greenish tint
As this bucking boat gives the spray a
throw.*

*Sometimes the wind whips flying spray
Straight back in our face*

*Then spray blinded windows make this
wheel house
Feel the worlds only place.*

*Guess I'm just a mammal of the sea
Though I sometimes come to land,
I always must return
Like a wave receding from the sand.*

*Oh, I don't enjoy the rough old ride,
Why I keep returning I can't say,
Guess I'm a hopeless addict
Just hooked on flying spray.*



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Fog on the Columbia

I was at the East End Mooring Basin in Astoria today, waiting for my husband, Dave, to join me. He was coming up from the 'Lady Rosemary', an 80' steel gulf shrimp he is converting over to tender salmon for Alaska. I was on my way home from a shopping expedition and stopped to invite him for coffee at Geno's Pizza.

As I waited I stepped out of the pickup into the afternoon drizzle to look at the ships anchored beyond the steel breakwater of the boat harbor. I took a few pictures of the grey, fog-shrouded ships, barely visible just a short distance away. A tug and barge, blowing its fog horn maneuvered between the anchored walls of steel, taking its burden to up-river ports.

The scene brought back to me the memory of fishing on the trawler, Jenny F Decker, with Dave in 1980. It was the year before she was struck by a ship and sunk.

The Jenny F Decker was an old two-masted schooner, 65 feet, almost 100 years old. She had fished Hali but as a sailing fish boat, but now she was converted trawling for bottom fish. She had a picking boom off her forward mast to pull the net aboard, her winches were on the foredeck but the net reel was mounted on the small afterdeck behind the wheelhouse. The net was hauled up over the stern and wound on the reel. The doors were secured to the stanchions, bolted to the deck and bulwarks on either side of the afterdeck. When the cod end came up with her payload, a

line was wrapped around the net. Then Dave swung the Decker to starboard, and reversed, the net reel slacked the net off the reel and the net was brought along amidships. The net was hoisted aboard and the fish were dumped on deck, the bin boards holding them in place so they didn't shift and slither about. The crew shook the remaining fish out of the net, the cod end line was tied shut and the net was drawn back to the stern and either rewound on the net reel or set back to work. The crew would then sort the fish and throw them down the hatch to be to slide into which ever bin they were assigned and iced down by one or both of the crew.

I had joined the crew, not actually intending to be more than a guest for a trip or two. Things don't always turn out as intended though, and I ended up as one of the crew. His other crewman was Mike Densmore, Dave's cousin, who had been fishing with him for about a year.

This trip we were running down the Washington coast, heading for the Columbia River. It had been a nice night, clear, and the stars bright overhead. The Columbia River bar was flat calm, a slack tide, just before the ebb, easy sailing that night. Dave swung up-river, and just as we were well inside of the jaws of the jetties, we hit a band of pea soup fog.

Dave was watching the old Raytheon radar and said, "There are two blips close together, perhaps a tug and

barge coming fast and outbound and not far off. Dave decided to move closer to the buoy line to give them more room.

"Step outside and see if you can make out what's coming. I can't see anything from in here." Dave was focused on the radars slow swing of light.

I stepped half out of the door to the rear deck, braced myself against the jam, and looked out into the dark over the port rail. Something high up caught my eye. A light, it wasn't a star; it was moving straight towards us! I stared harder into the dense fog. All of a sudden the fog thickened and of a sudden there were white numbers in it!

"OH! NO! Hard over! I screeched.

"Which way!" Dave hollered.

And my infamous words I was never to live down: "I don't care! Go! Go! Go!" In my shocked and green horn mind, I didn't want to call out the wrong direction.

Dave, with much more experience than I would ever have, rammed the throttle full ahead. The Decker jumped into full speed like the gallant lady she was, racing away from under the bow of a huge freighter. I was staring in wide-eyed horror as the red water-line of the ships hull passed the stern of the Decker, throwing water from her bow wake over the stern of the old boat. Thoughts of being run over ran through

By: Pat Densmore

Cont. on pg. 28

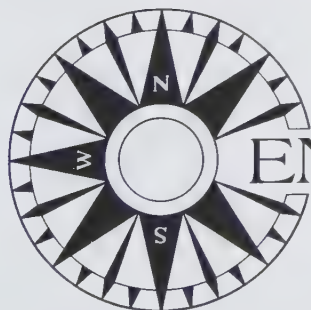
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At Stake (Cont.)

the Chinook to harvest an abundance of shell-fish and saltwater fish from low water tide pools. The clarity of the freshwater was significant at a large ancient fishing area on the Oregon side of the river which is now marked by the names of Clifton and Bradwood.

The surrounding high hills and cliffs at the river's edges were utilized by tribal members of the Wahkiakum, Cathlamet, Clatsop and the Tla-Los-Kua to spot runs of returning fish schooling up in the river's numerous braids and backwater eddies. These braided areas slowed the river's flows considerably and allowed returning adult fish to rest from the violent currents. Also, juvenile salmon utilized the same areas to feed and grow before their long ocean journey. Presently, these river braids and backwater eddies are gone because of extensive diking and the construction of highways and railroad grades. However, from a high bluff now called Bradley wayside [the ancient fishing ground and central home of the Tla-Los-Kua], one can still see where the Great River once lapped-up against the bottoms of the surrounding hills.

Remaining runs of wild juvenile salmon that must utilize the large section of the Great River adjacent to the ancestral land of the Tla-Los-Kua will be in grave danger if a proposed imported liquefied natural gas facility is allowed to be built at the river's edge.

Apparently, hundreds of thousands of yards of contaminated river bottom soil from the fishing areas near present-day Clifton and Bradwood must be dredged up for a massive turning basin to facilitate huge sea-going vessels containing natural gas. Many trips are planned for these giant ships to deposit their cargo at the would be unsightly industrial riverside location. What is at stake for the remaining 2700 plus Chinook people?

At stake is the loss of remnant runs of wild and native salmon if construction of the proposed development of a gigantic collection station for imported natural gas is allowed by government officials. The descendants of the very same fish that defined and sustained the ancestors of these people would be endangered if this unholy project were allowed to proceed.

Wild salmon - a natural renewable resource - gone forever! The concept of forever losing a living entity that defines their culture is totally unacceptable to the Chinook people.

Today, the freshwater flows of the Columbia are a mere trickle of what they were before the migration of manifests and their subsequent damming of the Great River and its tributaries. Appointed and hired caretakers of the wild and native fish and wildlife within the lower Columbia Region hail themselves as successful stewards of the salmon each time a few thousand adult fish show up to spawn. The present caretakers of the River's salmon have been known to really rejoice when seventy or a hundred thousand fish show up in the River and provide a limited time to harvest. However, these annual "bonus" harvests pale in comparison to when the ancestors of the Chinook people were stewards of the Great River and relished their daily encounters with the wild salmon of the Columbia River. These fulfilling moments in time were spiritual events and a daily reminder that the fish were a self-sustaining source of nutrition that was never taken for granted.

Realistically, the great salmon runs of yesterday can never return because of the expansive industrial and agricultural development of the Columbia and its surrounding landscapes. From the River's headwaters to its mouth and tributaries in between, and from the silent Celilo Falls to the buried backwater braids and estuaries of the lower river, nothing remains to support huge populations of salmon like those experienced before Lewis and Clark's visit. Even though the present day runs of salmon are few, the Chinook people cannot and will not allow their identity with the Great River's fish and the spirits of their ancestors to be dishonored by allowing local, state and federal officials to condone the severe dredging of the first resting place for returning up-river adult salmon and the last safe place for young up-river fish to rest and feed before traveling through the final gauntlet of avian predators on the journey to the Pacific Ocean. The toxic, suspended-in-wa-

Cont. on pg. 29

Fog (Cont.)

my mind. The Decker was so old she probably wouldn't make more than a bump if she went under the ship. Just some old wood and buoys left to float out to sea on the tide.

It seemed to take forever for us to run out from under that ship's bows. A blast of her fog horn, too late, made me jump. Dave got us to safety, slowed and turned upriver. We idled along, tense, wondering "what next?" All of a sudden that second radar blip came blasting out of the fog! Another ship! Traveling fast on the heels of the first, it was only a hundred yards away, fog horn blaring its warning, charging by and disappearing into the fog again. My kneecaps, jumping from the adrenaline overdose, made me stumble as I made my way back into the house.

Dave laughed and asked, "What did you mean, 'I don't care!'?"

I explained in a shaky voice, "I figured you would know to get away. The shock of seeing those white numbers in the fog added my brain! The numbers marking the ships draft."

"Those damned ships were traveling too fast and close, I mistook them for a tug and barge." Dave looked out the windows as we started again up the Columbia. "The fog's gone." He said.

By: Pat Densmore

Notable From The Past



Youngs Bay fisherman Gorden Haglund (left) and Oregon Select Area Project manager John North at the Youngs Bay netpens where they discussed the Select Area Fisheries situation. Photo by Mike Strom.

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Mystery Photos



Mystery Photos I.D. from the past

At Stake (Cont.)

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ter dredge spoils from this massive development will do more than harm the River's wild salmon. The Dungeness Crab and other shellfish living near the River's mouth and adjoining shallow ocean will also be affected. The spoils from the dredging of this proposed turning basin for imported natural gas must be deposited someplace and that someplace, whether it be land or water, will become polluted.

Do these new manifestant developers who are owners and shareholders of the business of importing natural gas really care about what will happen to the Great River's remaining runs of wild salmon? The answer is no. These people are owners who reside in Texas and shareholders who live in many distant parts of America. Do these same people have the historically vested time and interest as the Chinook for the continued welfare of the wild salmon? Of course the answer is no. What compels these LNG developers and their supporters to relentlessly pursue the building of gigantic fossil fuel processing plants at Clifton, Bradwood and Tansy Point? Could it be their greed to satisfy their need for making money at the expense of an iconic symbol of the Pacific Northwest - the wild and native salmon?

A line must be drawn in the River's beach sand. Everyone that relies on healthy runs of wild and native fish must decide which course to follow. Do we continue to restore, protect, conserve and enhance the environments of Columbia's wild salmon and trout or do we

allow a distant nameless and faceless developer to spoil the land and water, pollute the air and destroy the fish of the Columbia River?

* The identifiable families from remnant tribes of the Cathlamet, Wahkiakum, Lower Chinuk, Willapa and Clatsop continue to struggle with the federal government over restoration of their Chinook Nation. From the non-ratified Treaty of Tansy Point over two hundred years ago, to the creation of the Bureau of Indian Affairs, and the last twenty presidential administrations, the

Chinook have been consistently denied treaty rights that other indigenous treaty Nations possess. During the last few years, many cultures (non-Indian and Indian) have joined forces with the remaining Chinook people to persuade members of Congress to restore the tribes of the Chinook Indian Nation. The Chinook continue to hope and pray for their official reconnection to the dynamic and profoundly spiritual, wild anadromous salmonids still swimming in the Great River.

By: Dioniscio Y. Abing

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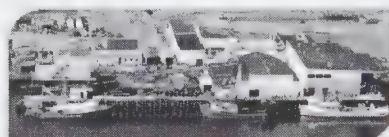
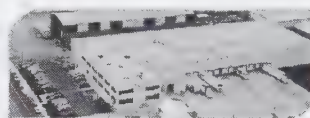
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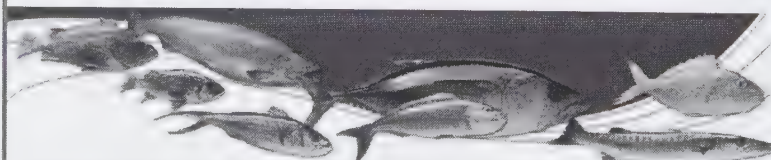
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A Wave Goodbye

John Hill and Ralph A. Ennis

We dedicate this to two special gentlemen fishermen, one on the ocean and the other on the river.



John Hill (1916-2009) trolled on the Pacific from California to Alaska and with his brothers, Ellis and Eugene, was known as the Best. When they went by, the common statement by other trollers was "there goes the Hill Fleet".

John was senior and most long-time member of the Uniontown-Uptown Supreme Court Morning Coffee group. Many important decisions were made there.

His pride and joy was his trolling boat, the "Garda Marie" for which he made a model replica.



Ralph A. Ennis (12/31/1923-11/16/2009) gillnetted the Columbia out of Svensen and Alderbrook for many years. From down below fishing in August and September for the summer and fall Chinooks and silvers to the spring, prime quality upriver salmon headed for the Willamette, Snake, and upper Columbia spawning grounds, he was known by all from Skamakowa through Puget Island up to Mayger, Rainier, and St. Helens.

Ralph spent many early summers fishing in Alaska for the renowned sockeye-red salmon at Naknek, on Bristol Bay. This fishery proved to be the steadiest and most lucrative over the years for him.

He was always very loyal to the CRFPU as a long-time member, attending meetings and serving as upriver, Portland area, board member. He also served on the United Fishermen of Alaska board for many years.

All this besides using his education teaching jobs in the east Portland areas. He was always very dedicated to his high school alma mater, Knappa-Svensen.

Both of these gentlemen meant a great deal to me personally and were highly respected by their fellow fishermen.

Editor: Jon Westerholm

Information provided by the families.

Arnet A. Danielsen

Lifelong local resident Arnet A. Danielsen, 90, passed away on August 10, 2009 at Columbia View Care Center. He was born July 20, 1919 on Puget Island to Hartvig and Ellen (Anderson) Danielsen. He attended school on Puget Island. He married Inez Ohrberg on January 22, 1938; she survives him at home in Cathlamet.

Arnet was in the Navy during WWII from 1944-1946. At age 15 he began commercial fishing in Alaska with his dad when they still used sailboats. He eventually bought his own boat. Arnet also fished the Columbia River and Puget Sound. He worked as a carpenter foreman for Crown Zellerbach from 1960-1981 when he retired. He enjoyed gardening, woodworking and sport fishing. He was a life member of the Masonic Lodge.

In addition to his wife Inez, he is survived by his son and daughter-in-law Raymond and Judy Danielsen; daughter and son-in-law Virginia and Fred Ostling; four grandchildren; four great-grandchildren; and several nieces and nephews. He was preceded in death by his brother Harry Danielsen and a sister Helen Rust.

A memorial service will be held Saturday at 1 p.m. at Our Saviours Lutheran Church. A private Masonic inurnment will take place at Greenwood Cemetery. Memorial contributions may be made in Arnet Danielsen's name to the Cathlamet First Aid Division, PO Box 142, Cathlamet, WA 98612.

Dowling Funeral Home is in charge of arrangements.

Dale A. Leino

Dale Arnes Leino, a lifelong Clatskanie resident, died August 1, at his residence, at age 71.

He was born June 30, 1938 in Astoria to Carlo and Dagney (Tieburg) Leino. He attended schools in Clatskanie.

In 1957 Dale married Bonnie Kyser and later married Terry L. Stinton, who survives him at home.

Dale was a lifetime commercial fisherman and also the owner and founder of Midland Boatworks. Starting at age 11, he built more than 50 boats in his lifetime. He also enjoyed hunting, fishing and camping, but his joy was time spent with family and friends.

Dale was a member of the Salmon For All and Columbia River Fisherman Protective Union.

He is survived by his wife, Terry L. Leino of Clatskanie; a son, Jon Dale Leino of Seaside; a stepson, Glenn Elf of Toutle, Washington; a daughter, Bonnie Diane Epperley of Clatskanie; a stepdaughter Janet Elf of Kelso; two brothers,

John Leino of Rainier and Duane Leino of Kalama, Washington; two sisters, Christine Pruett of Westport and Judy Harris of Seattle, Washington; three grandchildren, Philip, David and Kevin Katon, and four great-grandchildren.

A celebration of life service is planned Saturday, August 8, at 3 p.m. at the Clatskanie City Park, with Pastor Ron Jacobson of the Clatskanie Baptist Church officiating.

Memorial donations have been suggested to the Columbia River Fisherman Protective Union, PO Box 627, Astoria, OR, 97103.

Arrangements are by Groulx Family Mortuary at Alston's Corner, Rainier.

Elmer Trygve 'ET' Hjorten World War II veteran, 91

Elmer Trygve "ET" Hjorten, 91, of Shoreline, Washington, formerly of Astoria, died Friday, January 29, 2010, at Anderson House in Shoreline.

He was born November 22, 1918, in Astoria, to Evert and Mathilda Hjorten.

On March 30, 1941, he married Charlotte O. Thompson in Astoria. She preceded him in death July 12, 2009. The couple met at Astoria High School.

During World War II, he served as a staff sergeant in the U.S. Army Air Corps, 15th Air Force, 459th Bomb Group from 1942 to 1946.

Mr. Hjorten was a master craftsman and carpenter. He was also a commercial fisherman for 30 years, mostly in Bristol Bay, Alaska. He started fishing in Alaska in the day of sailboat gillnetters.

He was a member of Phinney Ridge Lutheran Church in Seattle, the Carpenters Union and the Alaska Fishermen's Union for more than 50 years.

Family members said he could build anything and fix everything. He loved sports fishing and clam digging and spending time at his second home in Long Beach, Washington. He and his wife travelled often, making several trips to Norway to visit relatives. They enjoyed a month every year from 1969 to 1999 at their timeshare on the island of Kauai, Hawaii.

He is survived by a daughter and son-in-law, Cathlyn and Douglas MacQuarrie of Seattle; a son and daughter-in-law, Thomas and Linda Hjorten of Bonney Lake, Washington; five grandsons; three great-grandchildren; a sister-in-law, Mrytle Hjorten of Astoria; and many nieces and nephews.

He was preceded in death by two sisters and brothers-in-law, Elisabeth and Delmer Redding and Margot and Monte Benson; and two brothers and a sister-in-law, Robert and Pat Hjorten and Melvin Hjorten.

A military-style graveside service will be held at 1 p.m. February 13 at Evergreen Washelli, 11111 Aurora Avenue N in Seattle.

Memorial contributions may be made to Medic One Foundation, MS 359747, 325 Ninth Avenue, Seattle, WA 98104-2420; American Heart Association, National Center, 7272 Greenville Avenue, Dallas, TX 75231; Phinney Ridge Lutheran

Church, 7500 Greenwood Avenue N, Seattle, WA 98103; or Columbia Maritime Museum, 1792 Marine Drive, Astoria, OR 97103.

Evergreen Washelli in Seattle is in charge of the arrangements.

Eugene S. Goodell

Dec/4/1921-Dec/23/2009

Eugene S. Goodell of Astoria, OR died Wednesday, December 23, 2009 in Bend, OR. Gene was born December 4, 1921 in Pillar Rock, Washington. His wife, Ethel; sons, Gene Jr. & Clifford; daughter, Carolyn Almer; granddaughter, Cheryl Rose Goodell preceded Gene in death. He was one of twelve children and the eldest surviving member of the Ero clan of Chinook Indians. The Ero clan occupied the same area of the Columbia for 5000 years. He was also a member of the Quinault Indian Nation.

In 1941 he married Ethel Jones from just down the beach. Together they had five children: Carolyn, Eugene Jr., Larry, Clifford and Annette. The family lived in Pillar Rock for more than twenty years before moving to Astoria in the 1960s.

Gene served in the US Army in WWII. He fought in the Battle of the Bulge, and was a highly decorated soldier. He received many medals including the Bronze Star and Combat Infantry Badge.

After coming home from the war Gene returned to his lifelong career on the water as a commercial fisherman. He fished for more than seventy-five years covering the waters of Oregon and Washington. He also spent many summers in Bristol Bay, Alaska. For many years he fished the Columbia River with his brother Larry, and his three sons. He fished with his son Larry for forty-five years. At one point Gene was the top producer for the New England Fish Company (Pillar Rock) for eleven years in a row. In recent years Gene fished the Chehalis with his grandson Jr. Gene fished well into his eighties.

Gene enjoyed visiting his daughter, Annette and his grandchildren, Alyssa and Brian Bowley in Bend. He made the trip as often as possible.

He is survived by a son, Larry Goodell (Chauneen) of Aberdeen, WA and daughter, Annette Bowley (Craig) of Bend. Other survivors include Gene's special friend, Charita of Astoria; brother, Larry Goodell (Sherry) of Knappa, OR; 10 grandchildren, 7 great-grandchildren, numerous nieces, nephews and great-nieces and nephews.

A Celebration of Life Service will be held on January 30, 2010 in Astoria at the American Legion. Please call the funeral home for service time as it gets closer.

If so desired memorials preferred to the Chinook Indian Nation, PO Box 368 Bay Center, WA 98527 or the Columbia River Fisherman's Protective Union, PO Box 627 Astoria, OR 97103.

Niswonger-Reynolds Funeral home is honored to serve the family. 541.382.2471. Please visit and sign the online guestbook at <http://www.niswonger-reynolds.com>.

George Clars Strom **World War II veteran, 87**

George Clars Strom, 87, of Astoria, died Saturday, August 15, 2009, in Astoria.

He was born April 5, 1922, in Jakobstad, Finland, to Emil and Hilda Strom.

In 1941, he graduated from Astoria High School. During World War II, he served as a corporal in the U.S. Army Engineers in the South Pacific as a member of the Americal Division.

On May 17, 1947, he married Lillian Brunner of Astoria in Astoria. She preceded him in death June 26, 1974.

He later married Virginia Reiter. She also preceded him in death.

Mr. Strom was a noted builder and commercial fisherman, gillnetting on the Columbia River and in Alaska. He became a union carpenter in 1952 and a contractor in 1962.

He was a member of long-standing in the American Legion and the Elks Lodge. Professionally, he was a member of the carpenter's union and the Columbia River fishermen's union.

He is survived by a daughter, Georgette Ann Patterson of Portland; a son, Michael George Strom of Astoria; two grandchildren, Ashley

and Katie Patterson of Portland; and three stepchildren, John Reiter of Bend, Cathy Reiter of West Linn and James Reiter of Portland.

Visitation will be held from 1 to 5 p.m. Tuesday at Caldwell's Luce-Layton Mortuary.

A funeral will be held at 11 a.m. Wednesday at Caldwell's Luce-Layton Mortuary. A graveside service will follow at Ocean View Cemetery in Warrenton.

Memorial contributions may be given to Clatsop Post 12 American Legion, in care of Caldwell's Luce-Layton Mortuary, 1165 Franklin Avenue, Astoria, OR 97103

Melvin Lester Mowe **Logger, 100**

Melvin Lester Mowe, 100, of Svensen, died Thursday, November 19, 2009, in Astoria.

He was born September 30, 1909, in Astoria, to Lester and Esther Mowe. At the time of his birth, the family lived and worked at the Deep River logging camp. The family moved to a farm in Vernonia in 1922.

When he was 16 years old, he graduated from

Cont. on pg. 34

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Cont. from pg. 32

Vernonia High School.

He married Bertha Hill in the 1930s. She preceded him in death in 1955.

In 1977, he married Ellen Lurrs. She preceded him in death July 9, 2000.

In 1933, the family moved to Svensen and Mr. Mowe worked as a fireman on a tugboat. His father owned Upper Nehalem Sawmill, and he began working there for a period of time. He also worked for many gypso logging companies and worked as a logger for 40 years. He retired at age 63.

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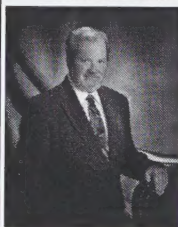
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Family members said his hobbies included gardening, fishing, cutting down trees for wood, hunting and crafting his own custom creations in his shop. He had a collection of more than 100 teddy bears. He also raised some chickens in his later years.

He is survived by two daughters and a son-in-law, Joan and David Swenson of Svensen and Carol Barnum of Portland; seven grandchildren, David Fowell and his wife, Tracie, of Portland, Steven Fowell and his wife, Lezli, of Beaverton, Nathan Swenson and his wife, Alicia, of Salem, Aaron Swenson of Eugene and Sonia, John and Jenaya Swenson of Astoria; Two great-grandchildren, Kate and Ian Swenson of Salem; and a sister, Mildred Leslie of Beaverton.

Visitation will be held from 1 to 5 p.m. Tuesday and 9 a.m. to noon November 30 at Caldwell's Luce-Layton Mortuary.

A graveside service and vault interment will be held at 1 p.m. November 30 at Greenwood Cemetery in Astoria. A reception will follow the service at Crossroads Community Church, 40618 Old Highway 30 in Svensen.

Memorial contributions may be given to the Oregon Heart Association, in care of Caldwell's Luce-Layton Mortuary, 1165 Franklin Avenue, Astoria, OR 97103.

Melvin R. Olson

Native Astorian, gillnet fisherman, 82

Melvin R. Olson, 82, of Astoria, was found in Seaside September 18, 2009, as a result of a single-vehicle accident.

He was born September 17, 1927, to Fred and Hannah Olson. He was the grandson of Matti and Sophia Korpela, who emigrated from Finland in the late 1800's.

During World War II, he served in the U.S. Army and was stationed in Southern California and Alaska.

By the age of 8, Mr. Olson was working on gillnet boats on the Columbia River. While he retired from commercial fishing many years ago, he maintained his love and passion for fishing.

Family members said his trademark was to always wear a baseball cap. He would often spend time reminiscing with friends by telling stories of the "good ol' days." He loved his native city and enjoyed acting as a tour guide for friends and family visiting town. He also loved cooking and gardening and preparing his own meals. Friends called him a "master" at growing tomatoes and he always shared his harvest with friends and neighbors.

He is survived by a niece, Lillian Edwards; a great-nephew, Stephen Edwards; two great-nieces Cheryl Edwards and Christine Tuell and her husband, Greg; and a great-great-niece and nephew.

He was preceded in death by a sister, Helen LaValley; and two brothers, Norman and Edwin Olson.

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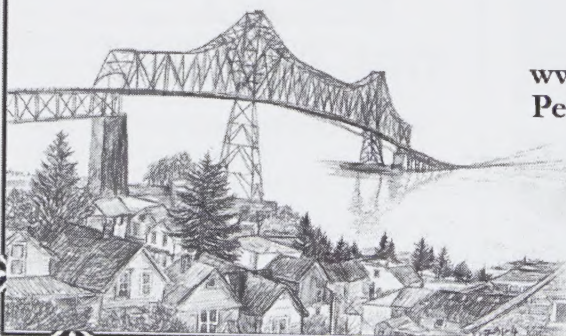
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A private service will be held to scatter the ashes.

In lieu of flowers, memorial contributions may be made to the American Diabetes Foundation, or a charity of one's choice, in care of Caldwell's Luce-Layton Mortuary, 1165 Franklin Avenue, Astoria, OR 97103.

Nelma Mildred Perila
Astoria resident, 93

Nelma Mildred Perila, 93, of Astoria, died Monday, July 13, 2009, in Astoria.

She was born September 14, 1915 in Reliance, Wyoming, to Phillip and Lissu (Korkiala) Sturholm.

She attended school in Reliance, Wyoming, and Seattle.

She married Paul Perila. He preceded her in death.

Mrs. Perila has lived in Astoria since 1936. She worked in various canneries and cafes in the area until she retired.

Family members said she enjoyed knitting, gardening and cats.

She is survived by two daughters, Susan Beeman of Astoria and Charlotte Hood of Edmonds, Washington; three grandchildren, Paul Hood and his wife, Emily, and Kirstin Hood, all of Seattle, and Joanna Hood of Victoria, B.C.; and numerous nieces and nephews.

She was preceded in death by a sister, Lila Ostrom; three other sisters; and a brother.

No service will be held.

Hughes-Ransom Cremation & Mortuaries in Astoria is in charge of the arrangements.

Olive A. Rodal

Lifelong Puget Island resident, Olive Anita Rodal, 93, passed away May 21, 2009 at Columbia View Care Center. She was born September 22, 1915 on Puget Island to Olaf and Alma (Rasmussen) Brecke. She graduated from Wahkiakum High School in 1933 and married Halvor Rodal on December 2nd of that same year in Vancouver. He preceded her in death on December 18, 1997.

Olive was a member of the Tuesday Club. She enjoyed playing pinochle with her lady friends, entertaining and making goodies for everyone. She had a kind heart and if anyone ever had an injury or pain, wherever she was, she stepped forward and acted as "the nurse" because she had always wanted to be a nurse. Olive also enjoyed working in her yard and garden and loved feeding the ducks. For many years she went commercial fishing with her husband Halvor in Alaska.

She is survived by her daughter, Helen Ann Jolly of Fresno, California; granddaughters, Kari Traxler and Joni Eldred and great-granddaughter, Jennifer Eldred all of Clovis, California. She was preceded in death by her son Larry Rodal on May 31, 2006.

A funeral was held May 26, 2009 at Dowling Chapel in Cathlamet. Interment took place at Greenwood Cemetery. Memorial contributions may be made in Olive Rodal's name to Cathlamet First Aid Division, PO Box 142, Cathlamet, WA 98612.

Dowling Funeral Home is in charge of arrangements.

Orvo Piippo
Astoria resident, 93

Orvo Piippo, 93, of Astoria, died Friday, December 11, 2009, in Astoria.

He was born January 17, 1916, in Houghton, Michigan, to Alex and Anna Gustavi (Knutti) Piippo. The family moved to Astoria when he was 2 years old. He graduated from Astoria High School in 1934.

On September 30, 1939, he married Freida Ann Jorgensen in Seaside. She survives, residing in Astoria.

Mr. Piippo worked for the Columbia River Packers Association for a period of time. In 1937, he began working for Bioproducts and continued to work there full time until the mid 1980s as the chief engineer/mechanic. After retiring, he was hired by Bioproducts to work part-time as a consultant.

He was a lifetime member of the Astoria Elks Lodge No. 180.

Family members said he could fix everything, and always helped his family and friends fix anything that was in need of repair. He built his own boat for fishing. His hobbies included ballroom dancing, and he loved going up to the Elks Lodge to dance on a Saturday night.

In addition to his wife, he is survived by two daughters, Diane Kinney and Janet Piippo, both of Astoria; a son and daughter-in-law, James and Nickie Piippo of Astoria; five grandchildren, Brian Salo of Warrenton, Michael Kinney and his wife, Cheryl, of Beaverton, Josh Piippo of Hammond, Michelle Still of New Zealand and Scott Still of Ontario; three great-granddaughters, Natalie, Chelsey and Hailey Kinney of Beaverton; a special family friend, Vicki Ramsey of Astoria; and numerous nieces, nephews and other relatives.

At Mr. Piippo's request, a reception will be held at a later date at the Astoria Elks Lodge.

In lieu of flowers, memorial contributions may be given to the Astoria Loaves and Fishes, in care of Caldwell's Luce-Layton Mortuary, 1165 Franklin Avenue, Astoria, OR 97103.

Steven M. 'Breeze' Lund
Captain, gillnet fisherman, 59

Steven M. "Breeze" Lund, 59, of Knappa, died Tuesday, January 26, 2010, in Astoria.

He was born May 14, 1950, in Astoria, to Holger Marvin and Esther Johnson Lund. His parents preceded him in death. He was raised in Astoria, where he attended public schools.

In 1967, he joined the U.S. Army, and was honorably discharged in May 1970.

Upon his return to Astoria, Mr. Lund joined his brother-in-law working for Knappton Towboat. Later, he became a licensed captain and served at the helm of many vessels, both large and small. He also fished as a gillnetter on the Columbia River and in Alaska.

On March 13, 1975, he married Carolyn Lebeck. She preceded him in death February 26, 2009.

He was a member of the Apostolic Lutheran Church in Astoria, Finnish Brotherhood, Scandinavian Benevolent Society, Astoria Elks Lodge and Clatsop Post 12 American Legion.

He is survived by a sister, Phyllis Lund

Anderson and her husband, Robert, of Knappa; a brother, David Lund and his wife, Kim, of Astoria; two nieces, Liisa Tischer and her husband, Steve, of Knappa, and Noelle Lund of Astoria; three nephews, Kristoffer Anderson of Knappa and Hans and Dane Lund of Astoria; four aunts, Dorothy Lund Riswick of Portland, Ruth Alcantara and May Holmgren of Seattle, and Mil St. Martin of Pasco, Washington; two uncles, Philip and Ben Johnson of Gearhart; two great-nieces, Kourtney Nicole Tischer of Knappa and Adrienne Kuhnly of Astoria; 55 first cousins; and 14 first cousins once removed.

A private family graveside ceremony and burial was held at Ocean View Cemetery in Warrenton.

A memorial will be held at 1 p.m. Saturday at the Astoria Yacht Club, 1555 W. Marine Drive, with a reception to follow.

Memorial contributions may be made to Lower Columbia Hospice, the Columbia River Gillnetter Newsletter or the Apostolic Lutheran Church, in care of Ocean View Cremation & Burial Services, 1213 Franklin Avenue, Astoria, OR 97103.

Warren M. Knispel
Fish biologist, 79

Warren M. Knispel, 79, of Seaside, died Saturday, November 7, 2009, in Seaside.

He was born February 2, 1930, in Plymouth, Nebraska, to Fred and Gertrude (Harvey) Knispel.

In 1942, the family relocated to Portland, where he graduated from Roosevelt High School in 1947.

During the Korean War, he served with the U.S. Army Corps of Engineers. He was stationed in France from 1951 to 1953.

In 1957, he graduated from Oregon State University with a bachelor's degree.

In 1974, he married Jeannette Tufts in Seaside. She survives, residing in Seaside.

Mr. Knispel was employed by the Oregon Department of Fish and Wildlife as a district fish biologist until his retirement in 1989.

He was a member of Toastmasters International, Ducks Unlimited and the Kiwanis Club.

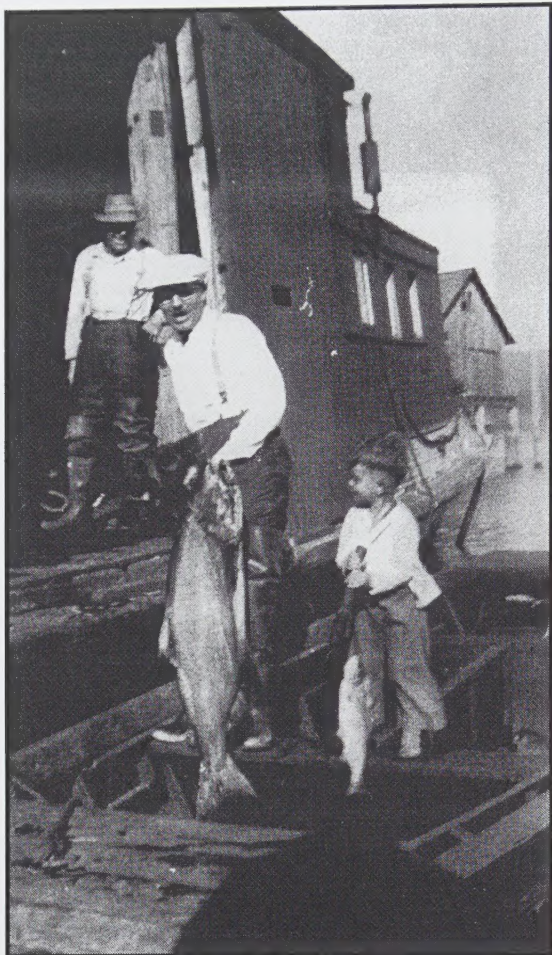
Family members said he was an avid outdoorsman, who loved hunting with his dogs Shadow, Bo and Buff. He also enjoyed fishing and clamming.

In addition to his wife, he is survived by two sons, Tim Knispel and Vince Rosenbalm; three daughters, Lisa Tomlinson and Susan and Kelly Knispel; a brother and sister-in-law, Fred and Cheryl Knispel; seven grandchildren, Austin Tomlinson, Kevin Marten, Joseph Rosenbalm, Cassandra Parker, Kay Marten, Sonova Aiken and Pamela Pinkstaff; a nephew, Fred Knispel; and a niece, Tami Marinenka, and her three children.

He is preceded in death by a brother, Maurice F. Knispel.

At Mr. Knispel's request, a public service will not be held. Private burial will take place at Evergreen Cemetery in Seaside.

Memorial contributions may be made to the Clatsop County Food Bank, Lower Columbia Hospice, Clatsop County Humane Society or North Coast Land Conservancy, in care of Caldwell's Funeral & Cremation Arrangement Center, 113 N. Holladay Drive, Seaside, OR 97138.



*Ole and Knute Nilson Fishscow
Catblamet - 1932*



Ole Nilson fishtrap at Tenasillabe Island - 1910

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Astoria Boat Company
Port of Astoria - 100 years



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